disease if not checjfel at an early stage; and

(c) if so, the reaction of Government thereto - and what further steps are con tampated to check this disease at an early stage?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI SAROJ KHAPARDE): (a) and (b) Yes, Sir.

(c) The National Cancer Control Programme h'as been launchtd in India for Primary prevention of cancer, diagnosis and treatment and distribution and extension of services through Regional Cancer Centres and medical colleges. The non-Gorernment organisations have a^o been involved in the Programme. It is proposed *o* activate the programme further for which an allocation of Rs. 20. 00 crores h'as been made for the 7th Five Year Plan. A National Cancr Control Board has also betn set up to guide the activities of the Cancer Research and Treatment Programme.

Expansion of Vayudoot services

339. SHRI R. SAMBASIVA RAO: Will the Minister of CIVIL AVIATION be pleastd to state:

'(a) whether Government's attention has been drawn to the news item which appeared in the Indian Express of 12 December, 1986 under the caption "Vayudoot expansion without foresight"; 'and

(b) if so, what are the details thereof and Governmtnt's reaction thereon?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI JAGDISH TYTLER): (a) Yes. Sir.

'(b) The news item makes certain observations about the lack of foresight in the expansion plans of Vayudoot. Relevani factors are invariably taken into account by the Government while approving the pansioB programmes of Vayudoot.

Accidents by private buses under DTC

3"40. SHRI K. VASUDEVA PANIC-KER:

SHRI J. P. GOYAL: ,

Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether it is a fact that the number of piivae buses operating under. DTC are responsible for a large number of accidents vis-a-vis DTC buses;

s'b) if so, the break up of accidents involving (i) DTC buses and (ii) private buses operating' under DTC during the years 1985, 1986 and so far in 1987;

(c) whether DTC has laid down- any 'experience' criteria regarding drivers of private, buses operating under DTC; if so, the c etfcils thereof;

(d) whether Government are aware that a large number of drivers of private buses under DTC operation are learners/inexperienced persons;

(e) whether Government are aware that many dri vers of private buses use the routes to train novices in driving; and

(f) what action has been taken against erring drivers of both DTC and private buses under" DTC; and

(g) what measures DTC propose to take to make the DTC travel more safer?

1HE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORt" (SHRI RAJESH PILOT), (a) and (b) The incidence of accidents involving DTC buses and private operators buses. is requited to be compared with reference to the respective, fleets. Rate of accident per bus of DTC and P. Q, *fcuses has been as below: —

	DTC	P.O.
1985	1·03	0·80
1986	1·10	1·21
1987 (Jan.)	0·03	0·11

Accident rate in respect of P.O. buses shows a higher rate.

(c) The drivers are required to possess Valid licence for driving heavy, vehicles as per Motor Vehicles Act, 1939. „

(d) and (e) To eliminate any occurence • of inexperienced person driving a Private Operator's bus, DTC has made it compul sory that the photographs of authorised drivers 'are displayed prominently near the driver's cabin. The checking squads have been instructed to' ensure that only the authorised drivers are at the steering wheel. '

(1) Every accident case is investigated by the Investigating Cornmittee in DTC. Suitable departmental action is taken . against the defaulting DTC drivers, besides legal action'by the Police.

The services of drivers of private buses under DTC who are held responsible for accidents, are terminated and they are tie-' barred from re-engagement by other pri vate operators. ,

(g) Training, includinfg referesher training, enforcement °f speed limits, pro-, vision of speed governers in city route buses, incentives in the shape of cash! awards and recognition of best drivers are some of the measures adopted by DTC •o improve safety.

Airbus A-320 aircraft for IA

341. SHRI DHARAM CHANDER PRASHANT:

SHRI SURESH KALMADI:

Will the Minister of CIVIL AVIATION' be ple'ased to stote:

(a) when are the Airbus A-320 aicrafts' being pressed into service by Indian Air lines;

(b) . whether Airbus industries are siic-king to delivery schedule;

(c) what is the progress of V-2500 en- ' gine being developed for A-320 aircraft:

(d) whether V-2500 engine project has run into trouble, the engine having burst during trials;

(e) when the first prototpye of V-250O i engine is goine to be ready and when the first flight test. engine likely to bs delivered; 'and

(f) wheher Government and Airbus in-dustries are thinking of any alternative engine to power A-320 aircraft so that they could st'ck-to delivery schedule?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI JAGDISH TYTLER): (a) Au&us A-320 aii craft are proposed to be pressed into service from April '89.

7) Yes, Sir.

(c) Th© development and testing the engine is progressing on schedule.

(d) No. Sir. ,

(e) As per the information given by the manufactures, the engine would be fly tested on a flying test bed in the second quarter of 1987.

ff) No, Sir.

Computerised Railway Reservation

342 SHRT RAFIQUZ ALAM: Will the Minister of RAILWAYS be p'eassd to state:

(a) whet'her after the success of com puterisation of passenger reservation it New Delhi, Government propose *to* in troduce similar facilities in some other big cities during the year 1987-88; and

(b) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA): (a) Yes, Sir.

(b) The work of computerisation of passenger reservations 'has already start ed in Bombay and Calcutta during I" 87. During 1987-88, five more sirn scheme^ in Madras, Secunderabad. Luck now, Bhopal and Bangalore are proposed to be taken uP-